

Rheumatism

If your muscles are sore, bones ache, joints feel stiff, and if pains dart through your body, it is probably rheumatism. Purify your blood, get out all the rheumatism poison—no need of your suffering in this way.



We have the following letter from Mr. R. J. Rowland, of Mannum, So. Australia. Mr. Rowland also sends his photograph.

"I suffered greatly with rheumatism, which laid me up for a long time. I tried a great many medicines, but they were of little or no use. A friend who had taken Ayer's Sarsaparilla induced me to try it. I thought it would be just like all the other medicines. But there was a great and pleasant surprise in store for me, for after taking one bottle I was better. The swelling began to go down, the pains began to leave me, and I felt better in every way. After taking only five bottles I was completely cured. While I was taking the Sarsaparilla I also took Ayer's Pills to keep my bowels in good condition."

AYER'S Sarsaparilla

There are many imitations Sarsaparillas. Be sure you get "Ayer's."
Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U. S. A.
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I have determined to sell out my entire stock at absolute cost and retire from business.

If you wear collars, cuffs, neckwear, shirts, underclothing, hats or anything represented in my large stock, this is your chance.

The selling out will be done quickly and it will be done absolutely.

Island orders given prompt attention.

I. Levingston.

Young Building.

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AT Kapiolani Park

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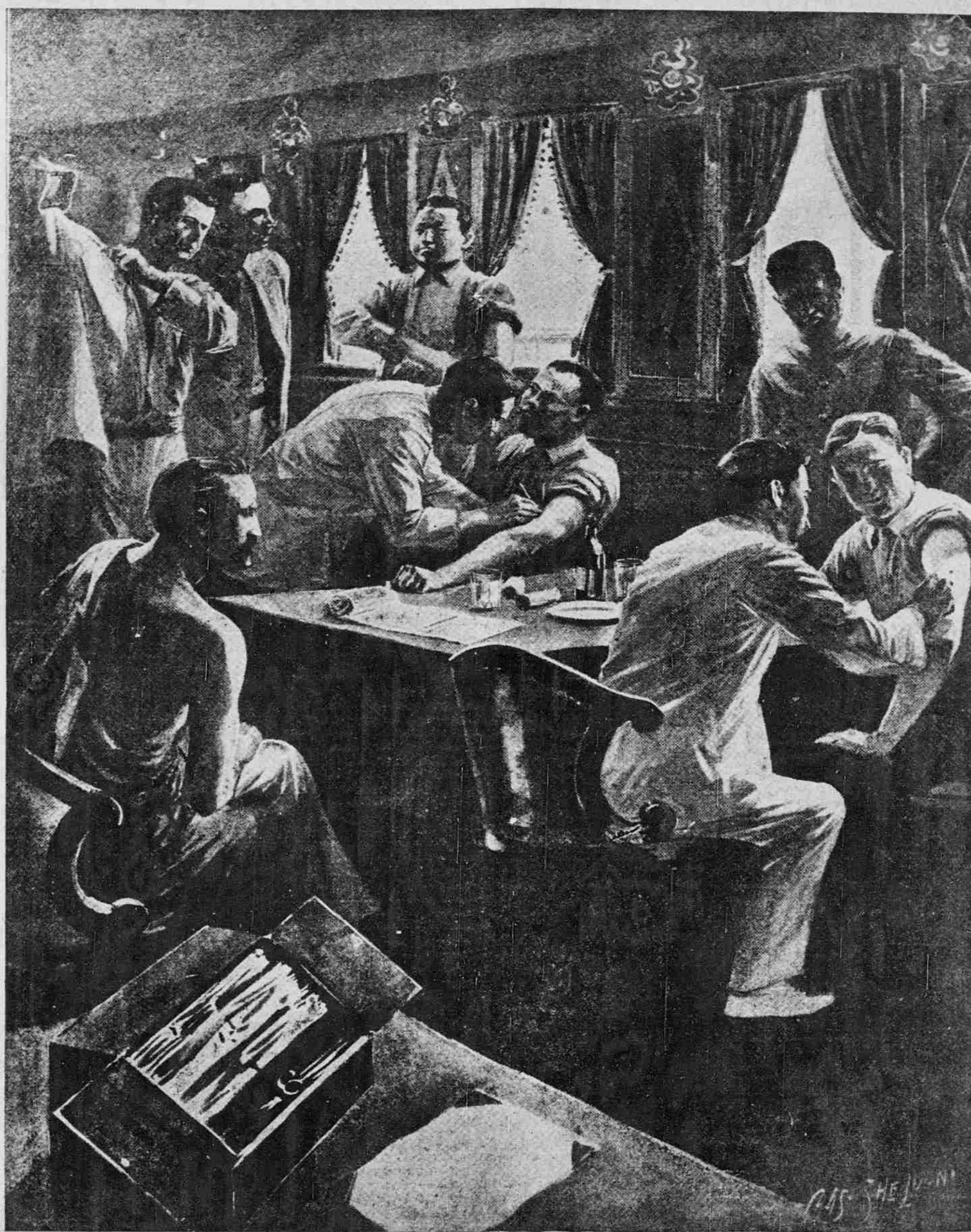
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VACCINATING THE NAVAL ATTACHES AND JAPANESE NOBLES ON THE "MANCHU MARU" BEFORE LANDING IN KOREA.

Smallpox is rampant in the Hermit Kingdom, every third person apparently having suffered from its terrible scourge.

BROKE GHOST INTO FRAGMENTS

Specter of Engineer Haunted Locomotive Until An Accident Explained Matters.

"The men were grabbin' after Bill Stickney's run after he was killed, an' they were lettin' go of it again as if it was a phony pocketbook on April fool's day," said the fat engineer. "It was a good run, too. The man that had it only had to work six or seven hours every other night, an' it was considered the juiciest kind of cherry pie."

"Everybody envied Bill while he was livin' an' had the run. But soon's he got killed one man'd take the train, run it for a week or so an' then let go sudden. Pretty soon it commenced to be noised aroun' that engine 413, that hauled Bill's train, was haunted by his ghost."

"You see, poor Bill was killed in rather a peculiar way. He run into a trolley car at a grade crossin' one evenin', and in the mix-up the feed wire of the trolley became busted, one end of it hittin' Bill an' sendin' a charge of electricity through his body that killed him. They said that the electrical display when that feed wire swiped the locomotive would a' made the towers at Coney look like a tallow dip."

"When the noisin' were gettin' pretty loud the master mechanic sent for me one day: 'Do you believe in ghosts, Portly?' says he to me."

"Not so's you can notice it," says I. "Well, to tell the truth," he says, "there's some pretty tall stories goin' round as to how poor Bill Stickney's shade is hauntin' 413, an' it's got so that we can't keep a regular man on the train."

"I don't blame Bill's ghost for buttin' in," says I, "seem' the bad fist the feller that took the job are makin' at keepin' up to time. I don't see how any self-respectin' ghost could keep off."

"The outcome of my interview with the boss was that I was detailed to the train. An' the men that had been on the run came aroun' to see me with faces that'd make a lily look like a piece of tar, tellin' of peculiar rappin's an' sich tantrums as ghosts have been supposed to kick up ever since the days when true knights went around lookin' like one of the 57 varieties an' horses wore kimonos."

"Oh, shucks. I'm from Missouri."

"You've got to show me," I says. "I guess you fellers couldn't keep up to the time 'n' swing a bluff to be taken off."

"I went on the run, feelin' pretty well contented with myself. Everythin' went lovely that night. The second night bet'n a nasty, rainy night, I shut both the back 'n' front doors on my side of the cab to keep as dry as possible. Comin' into the first station, as I was slowin' up, I glanced ahead, an' holy couplin' pins if there wasn't Bill Stickney peerin' right in the front window of the cab at me, with both his arms raised at full length over his head."

"Well, it flabbergasted me so that I come within an infinitesimal recess of runnin' by the station an' into a switch engine right ahead. There was no denyin' it; it was Bill. I didn't holler out to the fireman; an' when we got away from the station Bill's ghost faded from view."

"Now, I never believed in ghosts, but I'll admit I was puzzled, an' so rattled that I forgot to shut off the injectors until reminded by my fireman that we weren't runnin' a sprinklin' cart for the commuter's gardens."

"Well, sir, Bill's shade came again. It seemed to have a liking for habitation. He didn't show up 'cept at the depots. Once in a while he'd make a fleetin' appearance goin' round turns; and at the end of that run I was nearly out of business."

"I didn't say anything to anybody. I didn't want 'em to get the laugh on me. One of the boys came around an' kinder asked me if I'd noticed anythin'."

"Nope," I says. "I was too good a friend of Bill's for him to chase after me, anyway. He knows I never did an anvil warmin' on him, an' that I'll look after the 413 same as he would hisself."

"Bill's ghost failed to show next night. It was warm and clear. So it went along for three or four nights. Then we had a dreadful storm, an' I had to keep all the windows closed 'cept the one on the side out of which I had to stick my coco occasionally to get signals."

"I'd most forgotten about the ghost. But great strippin' eccentrics! When we slid into the first station 'n' I looked ahead, there was Bill's shade peer-

in' at me through the front window again."

"I'd had a crowded hour with a toothache that day, 'n' when Bill's spirit appeared it sure did put me on edge. I put my hands over my eyes."

"Now, Bill," I says, "go away 'n' be a good boy. Don't come 'round pesterin' me. Ain't I doin' all I can for the 413, just the same as you would? An' ain't I goin' in right on the card every night, same as you did yourself?"

"But though I talked to the specter with tears in my eyes it had no effect, an' when I uncovered my lamps his ghostlets was still on the frin' line. I thought it was about up to me to regret to report an' pass in my victual certificate, I started to make my get-away though the back cab door without the formality of openin' it an'."

"There was a crashing of glass as I backed against the door, which brought me to earth again. When I looked to see if the ghost was followin' me he was gone, that is, a part of him was. He was broken right off below the waist line in jagged pieces which I knew in an instant were reflections from the back cab door. I then was pretty sure I had the ghost mystery solved."

"Makin' an investigation of the jagged pieces of glass in the rear door I found that the electricity from the trolley feed wire had made a negative of Bill in the glass, just like a magic lantern slide, when he was electrocuted."

"Every time a light shone through the back door it would throw a life-size picture on the glass door in front. When Bill made his fleetin' appearances they were caused by the lights behind us; an' when we stopped near the electric lights in the station, of course the picture would be thrown on the front window good and strong."

"Say, honest, that's so. But I want you to know, though, that at no time did I really think that it was a ghost."

—Chicago Inter-Ocean.

The greatest fishing contest ever held in France came off recently on the banks of the Seine, near Paris, when two thousand Izaak Waltons assembled to try their luck and skill at the invitation of a Paris newspaper. The spectators numbered more than ten thousand. About eighty pounds of fish were taken. The largest fish was a thirteen ounce carp. An anglers' banquet and ball followed the contest. The French are evidently hard up for amusement this hot weather.

Tammany Leader Tom Dunn met John B. McDonald, the builder of the underground rapid transit road, at the Central Park Casino, the other night. "Hello, John," said Dunn; "when are you going to start up that tunnel game of yours?" "In September," said McDonald, nonchalantly. "What year?" asked Dunn.

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